

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.-38. ( Previously Cancelled).

39. – 41 (Canceled)

42. (Previously Cancelled).

43. (Previously Canceled)

44. (Withdrawn) An electronic traction vehicle comprising:  
a vehicle platform;  
a principal power unit mounted on the vehicle platform, wherein the principal power unit is not a battery;

a power storage unit mounted on the vehicle platform;

a plurality of wheels rotatably mounted on the vehicle platform;

an AC electric motor coupled to the AC electric motor;

a vehicle controller having an input and an output terminal, the vehicle controller coupled to the drive controller and a data bus network; and,

an AC bus assembly to couple the principal power unit, the power storage unit, and the AC electric motor through the drive controller.

45. (Withdrawn) The vehicle of claim 44, wherein the vehicle controller is coupled to one of the principal power unit and the power storage unit.

46. (Withdrawn) The vehicle of claim 44, including another AC electric motor and drive controller coupled to another wheel and coupled to the data bus network and the AC bus assembly.

47. (Withdrawn) The vehicle of claim 44, wherein at least four AC electric motors and four drive controllers are coupled to four wheels and coupled to the data bus network and AC bus assembly.

48. (Withdrawn) The vehicle of claim 44, wherein at least eight AC electric motors and eight drive controllers are coupled to eight wheels and coupled to the data bus network and AC bus assembly.

49. (Withdrawn) The vehicle of claim 44, including a differential assembly coupled to the AC electric motor for driving at least two wheels.

50. (Withdrawn) The vehicle of claim 47 or 48, including at least two differential assemblies, with each differential assembly coupled to the AC electric motor for driving at least two wheels.

51. (Withdrawn) The vehicle of claim 50, wherein the AC bus assembly is configured to provide at least 50/60 Hz, 480 VAC, three-phase power.

52. (Withdrawn) The vehicle of claim 44, wherein the principal power unit, the power storage unit, the electric motor, the drive controller, and the vehicle controller are modules removably mounted on the vehicle platform and removably connected to the data bus network and the AC bus assembly.

53. (Withdrawn) The vehicle of claim 52, including an auxiliary module removably connected to the data bus network and the AC bus assembly.

54. (Withdrawn) The vehicle of claim 44, 45, 46, 47, 48 or 49 wherein the AC bus assembly is configured to provide at least 50/60 Hz, 480 VAC, three-phase power.

55. (Withdrawn) The vehicle of claim 44, wherein the vehicle controller is configured to control the AC electric motor through the drive controller to brake the vehicle.

56. (Withdrawn) The vehicle of claim 44, wherein the AC electric motor is configured to regenerate power back to one of the principal power unit and the power storage unit.

57. (Withdrawn) The vehicle of claim 44, including an energy dissipation unit coupled to the AC bus assembly and the data bus network.

58. (Withdrawn) An AC bus assembly for interconnecting removable modules of an electronic traction vehicle, the modules including a principal power unit that is not a battery, a power storage unit, an AC electric motor coupled to at least one wheel of the vehicle, a drive controller coupled to the electric motor, an energy dissipation unit, and a vehicle controller having a user interface, the AC bus assembly comprising:

a first conductor having a first end and a second end; and,

a second conductor having a first end and a second end,

wherein the first end of each conductor is coupled to the principle power unit and the second end of each conductor is connected to one of the modules.

59. (Withdrawn) The AC bus assembly of claim 58, including a third conductor having a first end and a second end, with the first end coupled to the principle power unit and the second end coupled to one of the modules.

60. (Withdrawn) The AC bus assembly of claim 59, including a fourth conductor having a first end and a second end, with the first end coupled to the principle power unit and the second end coupled to a ground terminal mounted on the vehicle, wherein the fourth conductor provides a neutral for interconnecting the modules.

61. (Withdrawn) The AC bus assembly of claim 58, including a junction wherein another module is connected to each of the conductors.

62. (Withdrawn) The AC bus assembly of claim 58, including a plurality of junctions wherein a plurality of modules are connected to each of the conductors.

63. (Withdrawn) The AC bus assembly of claim 58, including a data bus network coupled to each module.

64. (Withdrawn) The AC bus assembly of claim 62, wherein at least four of the modules are each an AC electric motor coupled to a wheel.

65. (Withdrawn) The AC bus assembly of claim 62, wherein at least eight of the modules are each an AC electric motor coupled to a wheel.

66. (Withdrawn) The AC bus assembly of claim 62, wherein one of the modules is an auxiliary module.

67. (Withdrawn) The AC bus assembly of claim 59 or 64, wherein the AC bus is configured to provide at least 50/60 Hz, 480 VAC, three-phase power.

68. (Withdrawn) An vehicle comprising:

a vehicle support structure;

a plurality of wheels rotatably supported by the vehicle structure, wherein at least two of the wheels are steerable;

a principal power unit supported by the structure, wherein the principal power unit is not a battery;

at least one AC electric motor coupled to at least one of the wheels;

an electric AC power bus including at least two phase conductors, wherein the phase conductors are coupled to the principal power unit;

a power storage unit coupled to the AC power bus;

a vehicle controller coupled to the electric motor and the AC power bus;  
a data bus coupled to the vehicle controller; and  
a motor drive controller unit coupled to the electric motor and to the data bus  
to communicate signals to the vehicle controller such that one of the speed and torque of the  
motor are controlled based upon the signals.

69. (Withdrawn) The vehicle of claim 68, including an energy dissipation  
unit coupled to the AC power bus and the data bus.

70. (Withdrawn) The vehicle of claim 69, further comprising a plurality of  
suspension assemblies, wherein each assembly independently suspends one of the wheels  
relative to the vehicle support structure.

71. (Withdrawn) The vehicle of claim 69, further comprising a differential  
assembly for coupling the electric motor to at least two of the wheels such that the average  
speed of the wheels is proportional to the motor speed.

72. (Withdrawn) The vehicle of claim 69, wherein the AC electric motor  
is coupled to only one of the wheels.

73. (Withdrawn) The vehicle of claim 69, wherein the plurality of wheels  
includes at least six wheels.

74. (Withdrawn) The vehicle of claim 73, further comprising a plurality of  
suspension assemblies, wherein each assembly independently suspends one of the wheels  
relative to the vehicle support structure.

75. (Withdrawn) The vehicle of claim 74, further comprising:  
at least two additional AC electric motors and two additional respective drive  
controllers for coupling the two additional motors to the power bus, wherein the controllers  
are coupled to the data bus;

at least three differential assemblies, wherein each differential assembly  
couples at least two of the wheels to a respective AC electric motor such that the average  
speed of the respective wheels is proportional to the motor speed.

76. (Withdrawn) The vehicle of claim 74, further comprising at least five  
additional AC electric motors and five additional respective drive controllers for coupling the  
two additional motors to the power bus, wherein each of the motors is coupled to a respective  
wheel, wherein the drive controllers are coupled to the data bus.

77. (Withdrawn) The vehicle of claim 76, wherein the motors are suspended with their respective wheels.

78. (Withdrawn) The vehicle of claim 76, further comprising a plurality of wheel end reduction assemblies for coupling the wheels to their respective differential assemblies.

79. (Withdrawn) The vehicle of claim 76, further comprising a plurality of wheel end reduction assemblies for coupling the wheels to their respective motors.

80. (Withdrawn) The vehicle of claim 69, 70, 71, 72 or 79, wherein the AC power bus is configured to at least provide 50/60 Hz, 480 VAC, three-phase power.

81. (Withdrawn) The vehicle of claim 69, wherein the vehicle controller is configured to control the electric motor to brake the vehicle.

82. (Withdrawn) The vehicle of claim 69, wherein the AC electric motor is configured to regenerate power back to one of the principal power unit and the power storage unit.

83. (New) A method of transferring selected vehicle data, comprising:  
generating selected data representative of an electric vehicle of the type  
including:

a principal power unit that is not a battery, a power storage unit, a plurality of wheels, an electric motor coupled to at least one wheel, a drive controller coupled to the electric motor, a vehicle controller having an input and an output terminal, and coupled to the drive controller and a data bus network, and an AC bus assembly coupled to the principal power unit, the power storage unit, and the electric motor through the drive controller;  
entering the selected data on a terminal, the terminal operationally connected to an Internet server, the internet server operationally connected to the Internet; and  
transmitting the data from the terminal to the Internet through the internet server.

84. (New) The method of claim 83, wherein the terminal is a computer.

85. (New) The method of claim 84, wherein the data is selected form the group consisting of dates, prices, shopping times, shipping locations, general shipping data, module type, inventory, specification information, graphics, source data, trademarks, certification marks and combinations thereof.

86. (New) The method of claim 84, wherein the data is representative of information about one or more of the following characteristics of the vehicle:

number of wheels; frequency of the power system; voltage of the power system;

number of electric motors; type of principal power unit; and number of phases in the AC bus assembly.

87. (New) A method comprising:  
communicating over a network data representative of a vehicle of the type including:

a vehicle structure;

a principal power unit supported by the vehicle structure;

a power storage unit supported by the vehicle structure;

a plurality of wheels rotatably coupled to the vehicle;

an AC electric motor coupled to at least one wheel;

a drive controller coupled to the AC electric motor;

a vehicle controller coupled to the drive controller and a data bus network; and

an AC bus assembly coupled to the principal power unit, the power storage unit; and the AC electric motor through the drive controller;

and using the data.

88. (New) The method of claim 87, wherein the principal power unit, the power storage unit, the electric motor, the drive controller, and the vehicle controller are modules removably coupled to the vehicle structure and removably coupled to the data bus network and the AC bus assembly.

89. (New) The method of claim 87, wherein the AC electric motor is configured to regenerate power back to one of the principal power unit and the power storage unit.

90. (New) The method of claim 87, wherein the network is the internet.

91. (New) A method comprising:  
providing internet access to data representative of a vehicle of the type  
including:

an AC bus assembly for interconnecting removable modules of an electric  
vehicle, the modules including a principal power unit that is not a battery, a power storage  
unit, an AC electric motor coupled to at least one wheel of the vehicle, a drive controller  
coupled to the electric motor, an energy dissipation unit, and a vehicle controller having a  
user interface, the AC bus assembly comprising: a first conductor having a first end and a  
second end; and a second conductor having a first end and a second end, wherein the first end  
of each conductor is coupled to the principle power unit and the second end of each conductor  
is connected to one of the modules;

and using the data.

92. (New) The method of claim 91, wherein the AC bus assembly includes  
at least one additional conductor coupled to the principal power unit and one of the modules.

93. (New) The method of claim 91, wherein the vehicle includes a data bus  
network coupled to each module.

94. (New) A method comprising:  
communicating over a network data representative of a vehicle of the type  
including:  
a vehicle support structure;  
a plurality of wheels rotatably supported by the vehicle structure, wherein at least two of the wheels are steerable;  
a principal power unit supported by the structure, wherein the principal power unit is not a battery;  
at least one AC electric motor coupled to at least one of the wheels;  
an electric AC power bus including at least two phase conductors, wherein the phase conductors are coupled to the principal power unit;  
a power storage unit coupled to at least one of the wheels;  
a vehicle controller coupled to the AC power bus;  
a data bus coupled to the vehicle controller; and  
a motor drive controller unit coupled to the electric motor and to the data bus to communicate signals to the vehicle controller such that one of the speed and torque of the motor are controlled base upon the signals;  
and using the data.

95. (New) The method of claim 94, wherein the vehicle includes a plurality of suspension assemblies, wherein each assembly independently suspends one of the wheels relative to the vehicle support structure.

96. (New) The method of claim 94, wherein the AC electric motor is configured to regenerate power back to one of the principal power unit and the power storage unit.

97. (New) The method of claim 94, wherein the network is the internet.